



Hongkong Daily Press.

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AND THE WORDS BECOME
BLURRED AND MISTY
THEN YOU NEED TO CONSULT

N. LAZARUS,
Optician,
12, Queen's Road C.

No. 20,810

號九百三第萬二第

日七廿月六年亥癸

HONGKONG, THURSDAY, AUGUST 9TH, 1928. 四拜禮

號九月八年二十國民華中

PRICE, \$3 PER MONTH

INTIMATION

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Drink for Summer

18

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SPORTING GUNS by W. W. GREENER
and Other Makers—British, French and
American—also SPORTING CARTRIDGES
of all descriptions.
Sportmen are cordially invited to inspect
Samples of GUNS by WEBLEY and SCOTT
on view at our Store.

THE HONGKONG SPORTING ARMS
AND AMMUNITION STORE.
5-B, BEACONSFIELD ARCADE.

PEAK TRAMWAYS CO.

LIMITED.

TIME-TABLE.

WEEK DAYS.	
7.00 a.m. to 7.10 a.m.	Stop
7.30 " " 8.00 " " every 15 minutes	Stop
8.00 " " 8.30 " " 10 "	Stop
8.30 " " 8.47 " " 10 "	Stop
8.47 " " 8.54 " " 10 "	Stop
8.54 " " 9.04 " " 10 "	Stop
9.04 " " 9.11 " " 10 "	Stop
9.11 " " 9.20 " " 10 "	Stop
9.20 " " 9.30 a.m. to 11.00 " " every 10 minutes	Stop
11.20 " " 12.30 p.m. " " 15 "	Stop
12.40 " " 12.47 " " 15 "	Stop
12.47 " " 12.57 " " 15 "	Stop
1.04 " " 1.13 " " 15 "	Stop
1.13 " " 1.20 " " 15 "	Stop
1.20 " " 1.30 p.m. to 4.00 " " every 10 minutes	Stop
4.00 " " 4.30 " " 15 "	Stop
4.30 " " 4.50 " " 15 "	Stop
4.50 " " 5.00 " " 15 "	Stop
5.00 " " 5.10 " " 15 "	Stop
5.10 " " 5.17 " " 15 "	Stop
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5.27 " " 5.34 " " 15 "	Stop
5.34 " " 5.44 " " 15 "	Stop
5.44 " " 5.51 " " 15 "	Stop
5.51 " " 6.00 " " 15 "	Stop

SUNDAYS.

7.00 a.m. to 7.10 a.m.	Stop
7.30 a.m. to 8.30 " " every 15 minutes	Stop
8.30 " " 11.00 " " 15 "	Stop
11.15 " " 12.00 noon " " 15 "	Stop
12.00 noon to 1.00 p.m. every 15 minutes	Stop
1.00 p.m. to 2.30 " " 15 "	Stop
2.30 " " 3.30 " " 15 "	Stop
3.30 " " 4.30 " " 15 "	Stop
4.30 " " 5.30 " " 15 "	Stop
5.30 " " 6.30 " " 15 "	Stop
6.30 " " 6.47 " " 15 "	Stop
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7.37 " " 7.47 " " 15 "	Stop
7.47 " " 7.54 " " 15 "	Stop
7.54 " " 8.03 " " 15 "	Stop
8.03 " " 8.10 " " 15 "	Stop

SATURDAYS.

Extra Car—12 midnight.
NIGHT CARS—WEEKDAYS AND SUNDAYS:
8.50 p.m. to 9.00 p.m. every 15 minutes
9.00 p.m. to 11.00 p.m. every 30 minutes
11.15 " " 11.45 " " 15 "

SPECIAL CARS

By Arrangement at the Company's Office
ALEXANDRA BUILDING.
September 1st to October 1st 1928.

KOWLOON-CANTON RAILWAY.

TIME-TABLE

On and after FRIDAY, SEPTEMBER 15TH, 1928, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS														
Station	No. 11	No. 12	No. 3	No. 4	No. 11	No. 12	No. 3	No. 4	No. 11	No. 12	No. 3	No. 4	No. 11	No. 12
	Local	Local	Local	Local	Local	Express	Local	Local	Local	Express	Local	Local	Local	Express
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
CANTON (To Shek Wan)	dep.					8.04								
						8.18								
SHEK WUN	dep.	Sunday only									8.48			
														8.58
Shek Wan	arr.		7.58	8.08	8.32	10.37	11.18	11.60	8.58	8.58	9.38	9.18	9.08	9.48
Shing Wan	dep.		7.58	8.12	8.34	10.44		12.47	9.08					
Shing Wan	arr.		7.58	8.18	8.38			11.17	9.18				9.28	9.17
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Shing Wan	arr.		7.58	8.28	8.48			12.17	9.31				9.37	
Shing Wan	dep.		7.58	8.32	8.52	11.03		12.27	9.41				9.47	
Shing Wan	arr.		7.58	8.38	8.58			12.37	9.51				9.57	
Shing Wan	dep.		7.58	8.42	9.02	11.13		12.47	10.01				10.07	
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[183]

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FIGHT AGAINST SOCIAL EVILS.

MUR. LLOYD GEORGE AND LIBERAL REUNION.

The need of a 'United Liberal party, endowed with a social programme which would counteract the activities of the growing extremist elements, was the theme of an address by Mr. Lloyd George to the young men of Oxford on June 22nd. He was the guest at luncheon at the Randolph Hotel of the Oxford University New Reform Club, of which he is the honorary president. This was too late for a generation, declared the ex-Premier, to be spent in personal reclamation. He was not there to apologise for the part he took during the war and after. "The white sheet of repentance" was a poor substitute for a mainsail when they wanted to get the ship along. The old phrase was "Repent and be saved." This was a case of "Repent and be damned." Men who came in on those terms were not worth having. On conditions which maintained the self-respect of both sides he was willing to work, as he had worked in the past, for progressive principles.

What mattered even more than the terms of Liberal unity, continued Mr. Lloyd George, was the task they were setting themselves. The war revealed the strength and resolution of the country. It revealed also its weaknesses, and, above all, the extent to which social conditions had undermined the physique of the population. This was a problem for the young people to look into. What were those conditions? Insufficient nourishment, bad housing, lack of due care for health, lack of essentials of healthy existence, lack of work and rest under conditions which were conducive to strength, inadequate leisure, and, let them own it, in many cases the excessive indulgence in alcoholic liquor—all these causes were preventable causes. They had what he called the poverty line—the line below which millions of people lived and had their being in this rich land, where they had an inadequate supply of food for themselves, and their children, an inadequate supply of food, clothing, and accommodation to maintain life at a decent point of strength. There were three and a half millions who lived in slums in a country that could spend ten thousand million pounds on a war. There was another line—the misery line. No destitution, no hunger, no privation, but conditions that are incompatible with the essentials of civilised life. (Hear, hear.) Food—not a sufficiency of palatable food. Clothes—not such as you care to see yourself and those you care for in a crowd with. Housing—yes, dingy streets that you shun or pass through in a hurry. Doctors had either discovered or invented something they called vitamins. The chief ingredient was the Greek word. The mind—the soul—must have its vitamins, and they must see that more vitamins were brought into the lives of the millions of people who lived under these conditions. Men had a right, if the country could afford it, to the essentials of civilised existence. Could it be done? Human nature sometimes put forward a gigantic effort, and then it astonished everybody. The late war was a case in point. Plagues and pestilences, dealt with in a scientific way, had most of them been driven out of existence. The same applied to social evils; there must be a cause, and it ought to be inquired into.

"BELIEF IN PHRASES."

"I would not deal with it in the way my friend, Capt. Guest, suggested the other day," declared Mr. Lloyd George. "You don't deal with these evils by saying, 'Let us unite together to fight Socialism.' That is a poor, sorry, sterile, and selfish policy unless you have something to put up instead. (Cheers.) You cannot deal with it by mere phrases; by talking about the importance of security, and of co-operation between capital and labour; there are some people who repeat these phrases with a sort of childish belief in their cryptic efficacy. As if you could exercise by a repetition of this creed all the evils which are so terrible to official Liberalism—the evils of Socialism and of Liberal unity. (Laughter.) There is no more unappealing and unappealing dish than a dish of stale flapdoodle. (Laughter.) You must have real examination into the evils; a real determination to deal with them, you must deal with them in the spirit in which we confronted our enemies in the Great War, by practical measures, and by a determination to use the whole resources of the land to stamp them out." If a reasonable practical proposal was not put forward, said the ex-Premier, they would get a wild one, a destructive one, one that would do more harm than good, but they would get it. One of the reasons these things would not be tolerated much longer was that they had a generation which had been trained under compulsory education. Another reason was that this vast population that was enduring these evils had now got the power to put an end to them—it had got the vote. The Good Samaritan who helped the man who had been stripped and left destitute had got a different problem now. He did not take the poor fellow to the inn; he took him to the polling booth. (Laughter and cheers.)

A third reason was that the Great War had revealed to the masses of the people of our country one great outstanding fact—the immense resources and resourcefulness of this country when it had got a job in hand that it had set its mind upon. (Cheers.) When he brought in the first Budget for old-age pensions, health and unemployment insurance, the provision in the aggregate did not come to more than £15,000,000. There were people who honestly believed he was driving the country to bankruptcy. Since then we raised £10,000,000,000 for the war, not for ourselves but for the independence of Belgium. We advanced over £2,000,000,000 to our Allies—Russia, France, Belgium,

Italy, Roumania. It was only a few years ago, but they had already forgotten it. (Cheers and laughter.) But the workmen of Great Britain had not forgotten it. Supposing they had spent half of that upon wiping out slums, building decent homes for the workmen, setting up garden cities, where it would be some joy to dwell, where it would be some recruitment for them to rest from their labours; opening up avenues to reach them, improving transport facilities to take them to and from their labours; to develop and restore rural England and agriculture; to open up the treasures of this great Empire; if they had only spent one-fifth of it, what a different country they would have had. And the worker was going to demand these things, because he knew now that Britain can do it.

It might be asked why he had not done these things when he was in power. His first answer was that if every Prime Minister who ever existed was to be told after he ceased to be Prime Minister that he had no right to propose any other reforms because he did not carry them when Prime Minister, there was no Prime Minister who ever lived who would be entitled to appear in public life after. (Laughter.) The fact of the matter was that in doing things they discovered how much more there was to be done. (Cheers.) Any business man would tell them that. For the first two years of the six he was in power he was engaged, and had concentrated his mind and strength about directing the resources of this country in the most terrible struggle it had ever waged. The whole of his time in the third year he was engaged in the making of the peace—in the great task of demobilising and restoring millions to civil life. There were three years left, and what about those? They were times of unrest, times of disturbance. There were troubles in Europe, and Britain had to be there with her restraining and moderating hand. What had happened? For the moment Britain had lost control even in Germany. What a difference it made. There was this to be said, at any rate, for his Government: they never had their hands off the lever once. (Cheers.) But in spite of all that they made more liberal provision for the unemployed than had ever been made in this or any other country; they raised £100,000,000 for housing; £200,000,000 for the destitute unemployed; the pensions of the ex-Service men were increased; they settled Ireland; they restored the credit of this country. What they did justified him in appearing on any platform and claiming that more should be done whatever party happened to govern this country. He was for Liberal unity, because he believed it was essential in order to save the country from the extremes of reaction, and—he would not use the word revolution—crude changes. He believed in national unity as long as national emergency lasted. The decision had been taken that the old party system should be restored. If the old party system was restored there was only one party he had ever been a member of, and he stood with that to-day. (Cheers.) He believed that if they came together, if they worked in the spirit of comradeship, without always taunting and gibing and jarring and re-arranging about the past, they could also do that.

PASSIONS OF EUROPE.

But it was useless to talk of unity or removing social evils unless peace were established in the world. They had the same elements in existence in Europe to-day as precipitated the Great War—national jealousies, suspicions, hatreds, rivalries, cupidities, revenge. They were something through Europe. They might say the last war would be a lesson. No, there had been many wars. And the next war would not be like the last. Science was engaged in devising new means of destruction. What was going to happen? They might live to see—if this went on—the end of this civilisation. The means were potent enough. They would be more potent year by year. Was it possible? Certainly. Was it likely? He could not tell, but of this he was certain. The only way to make it unlikely was to convince people that it was possible. The throne of peace was perched on an ammunition dump. How miserable, how petty, how contemptible these personal recommitments were when they thought that humanity was trembling in the balance.

"After years of shuddering war," Mr. Lloyd George concluded, "we have emerged into the light. We have not yet passed through the clouds. The whole ground is strewn with the debris of the great disruption. You think you are turning the corner and that then the plains of the future will emerge. You round the corner and you find there is another one ahead sharper. What is in front? Who will tell? Is this glass we are dashing through going to lead to more happiness, for the tortured race of man? It is going at last to see the vision of the new home he has been expecting, or is it the valley of death? You will know, you will live to give the answer, but let me tell you this, that what will happen in this fateful generation depends largely upon what men of your age, of your gifts, of your zeal, will be able to do in that generation and for it." (Cheers.)

THE INCOME-TAX.

A number of new clauses were proposed in the House of Commons on June 19th to be added to the Finance Bill with the view of increasing the deductions from earned income-tax and reducing the rate charged on the smaller incomes. Attempts were also made to increase the amount of the deductions for children, for female relatives acting as housekeepers, and for dependent relations, but the new clauses embodying these proposals were rejected by majority which generally approached one hundred.

An amendment moved by Sir A. Mond to exempt a company, firm, or partnership from taxation of income genuinely reserved for the development of business, was also negatived.

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LABOUR IN MALAYA. NEEDS OF THE FUTURE.

In the course of a debate in the Legislative Council at Singapore last week on a new Labour Bill the Hon. Mr. J. W. Campbell said:—"The question of labour in this country, is one of the utmost importance, and the fact that we have no indigenous labour force, but are dependent on outside sources for our supply, renders it imperative that conditions be made as attractive as possible, in order to draw labour to the country and in the second place to retain it when we get it here. Our two main sources of supply are South India and Southern China. We have an excellent organization in the form of the Indian Immigration Committee to foster the recruitment of Indian labour, but I regret to say that no similar organization exists for the encouragement and assistance of Chinese or any other form of labour, which may wish to come to Malaya, and it must be remembered that we cannot rely on Indian labour alone to fill all requirements."

The years 1919-20 showed us a very considerable shortage of labour, and there was no organization capable of dealing with it. The Indian Immigration Committee did what it could, but it was only dealing with one class of labour, and it was often hampered by having certain districts closed to recruiting owing to sickness, and by other causes. The position was such at that time that the Planters' Association of Malaya appointed two Special Committees to consider the whole question and the findings of these Committees were eventually made public. Their value at the time was, however, considerably discounted by the altered conditions due to the slump, which intervened between the appointments of these two Committees and the publication of their reports and I am afraid that in consequence the reports did not receive the consideration which their importance merited.

The Special Committee appointed to consider the Chinese Labour Question, in their report dated 21st June, 1921, recommended the formation of a General Labour Board, for the Malay Peninsula and the Colony of the Straits Settlements, consisting of representatives of the agricultural and mining interest. I know that there has been a certain amount of opposition to that recommendation, and therefore I do not mind admitting that I was responsible for its inclusion. The position is largely due to misconception. The Indian Immigration Committee did not like it because they thought it was going to upset their status, and make inroads into their funds. Our mining friends did not want any organization at all because it might cost money, and of course paying higher wages, they could, as a rule, get all the labour they wanted. All very nice, of course, so long as the planter was content to continue doing the same work of recruiting. Others again urge that the organization of Chinese and Tamil labour cannot be dealt with in one Committee. My answer to this latter is that the actual business problems in connection with both are the same.

Recruiting, we know, cannot be done in China as it is in India, but the special conditions pertaining to each branch of our labour supply are well known, and there should be no difficulty in dealing with them through Sub-Committees, and especially if such a Board is constituted, as I suggest it should be, with the Controller of Labour at its head, and two deputy controllers, one to look after the special interests of the Chinese and the other of Tamils. There is, so far as I can see, no reason why that should not be done by reorganizing and enlarging the functions of the present Indian Immigration Committee, which Committee with the passing of the bill, becomes a corporate body. The question of the adjustment or relationship of the present Indian Immigration Fund to a General Labour Fund should not prove an insuperable difficulty if referred to an expert Committee, and particularly if we were fortunate enough to have a man of the genius of the Honorable Member for Finance on the opposite side of the table, at head of such Committee.

It is of course true that present conditions have eased the labour position somewhat, and that a revision of tapping systems has reduced the requirements of the rubber industry. This is all admitted, but the fact remains that to-day we have not any too much labour in the country, in fact, I am informed from several districts that there is an actual shortage. The slump will not last for ever, we are not the worst off (thanks to Rubber Restriction) and anyone who has any belief in the future of Malaya, must see that the demand for labour will increase enormously, and the question is, will our present organization be able to meet it? I am convinced that it will not.

India is, I believe, fast developing industrially, and as that development proceeds she will have fewer and fewer labourers available for emigration. I do not wish to be understood to infer that I have any fears of the Indian supply being cut off, but I do consider that the numbers for the best years in the past are not capable of any great development, and the general tendency will be that recruiting from India will become more and more difficult as time goes on, and therefore it seems to me that unless something is done we will get back again sooner or later, to the conditions of 1919, when competition for labour will send up wages rates, and a great deal of the good work done in the past few years in reduction of costs will be lost.

I am aware that Government has just appointed a small Committee to advise on Chinese Immigration in Negri Sembilan, Johore and Malacca. It is a start, but it is doubtful if such a Committee can do very much. What is wanted is an executive body on the lines I have suggested, rather than an advisory body.

I had hoped that the next revision of the Labour Code would provide some organization for the assistance of other classes of labour than that from South India, which is provided for under the Indian Immigration Committee in the Bill, and in this sense I must confess a certain amount of disappointment in the Bill, because I feel that we are not looking far enough ahead. It is too late

(Continued at foot of next Column.)

AN INTERNATIONAL INCIDENT AT ICHANG. A FRACAS ON AN AMERICAN SHIP. THREE AMERICAN LADIES WOUNDED.

The following account of a fracas on the American ship *Alice Dollar*, at Ichang, on July 31st is given in a message to the *Shanghai Evening News*:

Guarded by a detachment of American blue jackets the American steamer *Alice Dollar* is being held here with thirteen Chinese prisoners aboard following an outbreak in which Chinese officials sought to take possession of the boat last night when Capt. Tornroth, his wife and Mrs. P. C. Windham and her daughter all were wounded.

The disturbance arose when a Chinese official boarded the steamer accompanied by a military officer who was accompanied by a group of armed soldiers. The official created trouble when he found fault with accommodation provided on the boat and when the soldiers were called upon they attacked Capt. Tornroth and then opened fire.

Capt. Tornroth was assaulted when he interfered in a quarrel between the purser and the General. The General struck him and the soldiers crowded about and suddenly opened fire. Capt. Tornroth was wounded in the leg and is under medical attendance.

A number of shots were fired several of them ricocheting, and Mrs. Tornroth, the captain's wife, and Mrs. P. C. Windham, wife of the Dollar line's Ichang agent, and her daughter, were wounded by steel splinters.

The *Alice Dollar's* siren was sounded and within a few minutes a party of Marines from the U.S.S. *Isabel*, flagship of the American Yangtze patrol, which was near, boarded the Dollar vessel and captured the General and thirteen soldiers and placed them under arrest.

The *Alice Dollar* is waiting at Ichang pending the receipt of information from Admiral W. W. Phelps, commander of the Yangtze patrol, concerning the disposition of the Chinese belligerents being held on the ship.

[Mr. J. Harold Dollar of the Robert Dollar Company, informed a newspaper representative at Shanghai that he had filed a protest with Dr. J. G. Schurman, the American Minister at Peking, in which he demanded that ships in the upper river trade be allowed to carry a marine guard for the protection of the foreign lives and property involved, as they did two years ago.]

AUSTRALIA AND THE JAPANESE.

VIEWS OF THE EX-PREMIER.

Writing in the *Sydney Telegraph*, Mr. Hughes, the ex-Premier said:—

"Japan is in a position wherein she must find an outlet for her surplus population. This is not a mere matter of policy, but a necessity of life and death. She will possibly find a method of checking the increase of population, but national pride blocks the way."

"No country has made greater strides in the last two generations than Japan. She has great aspirations. She has already done great things; she believes in herself and the greatness of her destiny."

"The door of opportunity to be slammed in her face is to be told that, although the world has many sparsely populated fertile places, they are closed to her. Is she to be told that she must do what no other nation has been compelled to do?"

JAPAN WILL REFUSE.

"Japan will refuse to do so. Australia cannot complain, if Japan does not impose a check upon the increase of her population, but if the latter does not do so, there is nothing surer than that, before many years have passed, the overcrowded and half-starved millions will make a grand trek towards Australia. If these millions knock at our door, how can we deny them admittance?"

"In this matter, we are facing stern realities of life and death. We cannot defer the matter to the League of Nations nor find shelter behind some treaty. Neither can we talk to Japan of the rights of small nations or our superior civilization. As well might the Romans have attempted to hold the Goths back by talking of the greatness of Rome and the superior Roman civilization."

"These millions with certain death behind them may possibly never come, but if they do and find a mere handful of people in possession of this great continent, wherein we have laboured and worked wonders, but are too few to develop it, then for us, it is the end."

TO FILL UP AUSTRALIA.

"Fair words about moral rights, treaties, or the League of Nations are nothing to the millions, who know that they must surely die unless they make fertile land. The world will not protect us. It will be better for the world, if these millions should settle here and not in other parts of the world. Certainly it is to the interest of the world that they should produce wealth rather than be idle and die."

The writer says that Australia's only hope is to work while there is still time and to increase the population to fill Australia. He continues:—

"A little time is left, how long no one knows, wherein we can prepare to fill the vacant spaces with men and women of our own race and to do everything necessary to make good our claim to this great and fruitful country."

now, to make any such provision in this present bill, but I trust that this question will not be lightly dropped, and that when it is again being looked into, the needs of the future will be kept constantly in view.

CANTON-HONGKONG CABLE COMMUNICATION. A NEW LINE WANTED.

The *Canton Daily News* states:—

On account of the frequent breakdowns in telegraphic communication between Canton and Hongkong, the manager of the Shamen Telegraph Office has petitioned the Superintendent of the Telegraph Administration to have a separate telegraph line between Shamen and Hongkong installed so as to facilitate the transmission of telegraphic messages.

One of the chief causes for the frequent breakdowns lately are the typhoons and floods which destroy the telegraph poles and wires along the way. Another cause is attributed to the using of the line by the troops for their military messages, which often delays the transmission of other messages over the wires.

In order to remedy these evils, Shamen Office suggests the restoration of the former separate line between Shamen and Hongkong. By having a separate line, all messages instead of passing through the Head Office, will pass between Shamen and Hongkong direct. Along messages can thereby be handled and the earnings of the Shamen Office will be increased. For the maintenance of the separate line, the Shamen Office is willing to set aside a portion of its earnings for the purpose. Regarding the destruction of the poles and wires of the old line, the Head Office is requested to have them restored as soon as possible, so that direct communication with Hongkong can be resumed.

THE RECENT CANTON-KOWLOON RAILWAY OUTRAGE. 78 CAPTIVES NOW RELEASED.

The *Canton Daily News* reports:—

Two more victims of the recent Canton-Kowloon Train hold-up were rescued as a result of a successful raid of the bandits on Shi Chi (Lion's) Hill, near the border of Lungkuan and Tsengchen districts, made by the Canton police last Sunday morning.

Having learned of the whereabouts of the bandits, Wu Kuo Ying, chief of the detective division of the Police Department, took a number of detectives and armed police by the Canton-Kowloon train and arrived at the place before day-break. After fighting the bandits for two hours, the police scored a complete victory and the bandits escaped to the villages nearby. A search was made of the bandits' headquarters and vicinity, and the two captives were found in a cave.

Of the 86 victims kidnapped, 78 have been rescued and only eight are still held by the bandits. It is believed that as soon as their whereabouts are learned, their freedom will be assured.

HANKOW CASE WON BY CHARTERED BANK.

A DISPUTED ASSIGNMENT.

The Chekiang Industrial Bank, Ltd., sued the Chartered Bank of India, Australia and China, at Hankow, in reference to a deposit of £2,000 made by Messrs. T. Sopher & Co. in 1921 into the Chartered Bank and claimed to have been later assigned to the plaintiffs, who asked for a declaration of their right to receive payment as assignees. The defendants denied that the assignment in question was absolute, or that they had ever recognized it as such, and further pointed out that at that time Messrs Sopher & Co. were indebted to them in their current account to the extent of over £10,000, and were still some £7,000 in their debt. They asked for a declaration that they were entitled to the £2,000 and interest.

Judge Peter Grain held that there had been absolute assignment of the funds in question, and that the notice given to the Chartered Bank was not an express notice in writing of an absolute assignment.

Judgment was given for the defendants (the Chartered Bank) including costs.

THE GROWING DEMAND FOR RUBBER.

In a paper read by Dr. W. C. Geer, the Vice-President of the B. F. Goodrich Company of America, on "The Present State of the Rubber Industry and Its Problems," at a meeting of the Institution of the Rubber Industry, he put forth what he considered from an ordinary arithmetical calculation the future development of the industry would be in the next five years. In January, 1882, there were 14,607,000 motor cars in the world, an increase of nearly 2,000,000 cars in twelve months. Of these, America had 10,794,000. America had 6 to 7 per cent. of the world's population and 7 per cent. of the land, yet 84 per cent. of the motor cars. He thought the remaining 94 per cent. of the world also wanted motor cars. America had one car for every nine persons; Great Britain had one for every 85; China had one for every 49,734. There were 72,540,000 tyres in use. If they used three tyres per year on those 2,000,000 cars, they would require five tyres in the ordinary sale, and the requirements of the world year would mean 52,500,000 tyres; and the requirements for this meant 200,000 tons of rubber per year. Without trying to bring in details, he estimated that by 1928 the requirements of the rubber industry of the world will be somewhere in crude rubber of from 450,000 and 550,000 tons per year. This world was going to require more rubber than it ever needed before, apart from any new uses. Therefore, he thought they should come together, manufacturers and producers alike, and co-operate upon the things of common interest.

CORRESPONDENCE. THE REMEDY FOR CHINA'S ILLS.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—Although Sir Robert Ho Tung and others before him have suggested conferences and meetings of the different political leaders for the unification of China, I am afraid it is now too late for administering such "physic." It is evident that some drastic surgical operation is necessary. The "disease" has been allowed to eat its way so far that it has now become a malignant cancer in the body politic. Not only is the patient's life in danger, but the critical condition of the patient is causing great anxiety to his friends and well-wishers.

All patriotic citizens of the Chinese Republic are anxiously and impatiently waiting for a solution of the present political deadlock, and the ending of the brigandage, suffering and misery, which prevail throughout the length and breadth of the land.

In spite of the fact that certain political leaders, the Shanghai Chamber of Commerce and various religious, charitable, and educational bodies, have suggested conferences and meetings for the solution of the present political troubles nothing has eventuated, and the situation is growing daily from bad to worse.

In my humble opinion, the remedy is in the hands of the people. If the citizens of the different provinces hasten to combine and unite, it will not be a difficult matter to get rid of the robbers and brigands, who infest the country, and peace and good order will naturally follow.

Since the ousting of the usurping Manchus I have retired from the political arena; not wishing to participate in the party strife and civil war which I knew would follow the assumption of the Presidency by Yuan Shih Kai; and, although I warned my old friend, the late Dr. G. E. Morrison (Political Adviser) at the time, he did not retire until after the downfall and death of Yuan Shih Kai, when it was too late!

After witnessing in pain and sorrow 13 years of civil war and bloodshed, followed by indescribable misery and suffering by the millions of China, I think it is now my humble duty, in face of the present political chaos, to offer a suggestion for the salvation of China and for the peace and happiness of its people. The first thing for the people to work and strive for is self-protection and self-preservation, and in order to accomplish this it is necessary for every city and town, and every village and combination of small villages, to form local Volunteer rifle corps, and, in the event of a scarcity of rifles, swords and dagger corps. Vox populi, vox Dei!

It should be remembered that the tyrant Chin Chi Wang Ti was driven from his throne by an enraged and oppressed people who rose up against him, armed only with sharpened bamboo poles!

There should be mutual co-operation between the popular representatives of the different cities and villages of each province, and their one aim should be to ignore the demands and exactions of all robber bands and militarist tyrants, and fearlessly to co-operate in fighting and disarming them.

The popular representatives of the villages and districts of the different provinces should meet and hold a general conference in Shanghai or Canton; and they should apply to the Governments of the Foreign Powers for advice and assistance in their difficult task of Unification and self-protection, and able and experienced foreign advisers should be engaged by the Government and by the different departments of each Provincial Administration.

Having laboured with my English and Chinese friends and colleagues for over 30 years (1890-1921) for the welfare of China and the Chinese, and this being my last word in connection with the political situation, I hope and pray that my humble words of advice will not have been uttered in vain.—Yours truly,

TSE TSAN TAI.

Hongkong, August 8th, 1923.

THE QUEEN'S ROAD TRAGEDY. SEVERAL CHINESE DETAINED BY THE POLICE.

We learn that a number of Chinese have been detained by the police in connection with the murder of Detective Cheung Chung who was shot dead outside Messrs. Ullmann's jewellery store on Tuesday morning. These men are said to answer to the description of the two men who were seen to run away immediately after the shooting. They are to be placed on identification parade this morning. The Captain Superintendent of Police has offered a reward of \$2,000 to anybody who will give information which will lead to the arrest and conviction of the murderer.

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INDIAN POLICE SERGEANT CONVICTED OF RECEIVING BRIBES.

COUNSEL'S STRONG COMMENT ON A POLICE TRAP.

A MISERABLE ACTION.

Mr. F. C. Jenkin, Barrister-at-Law, appearing in a Police Court case yesterday afternoon, heard before Mr. C. D. Melbourne, passed some strong comments on the actions of Mr. D. Burlingham (Assistant Superintendent of Police) in trapping a senior Indian Officer of the Force, in the act of receiving "squeezes" money from ricksha coolies, who had infringed the traffic regulations. The sergeant was due to retire on pension at the end of the next month. He described Mr. Burlingham's action as "miserable." The Magistrate described the case "as a very sad one" but allowed the defendant the option of a fine. A fine of \$250 was imposed.

The defendant in the case was Sher Singh, holding the rank of Crown Sergeant in the local Police Force. He was charged with receiving bribes whilst on duty. Realizing the gravity of the charge against him and the possibility of the pension being at stake, the defendant engaged the services of Mr. F. C. Jenkin (instructed by Mr. E. W. Corbett) for the defence. (It may be mentioned that it is only on very rare occasions that a barrister appears in cases at the Magistrate's Court.)

The case for the Police was opened by Mr. Burlingham who stated in the witness box that on the evening of August 1st a number of rickshas came to the Central Station and reported certain incidents. In consequence, they were each given 20 cents marked money and told to infringe the traffic regulations outside the Sincere Company Store on the following day at mid-day by aquatung at the side of the road for a specified time. The rickshas were to be placed in such a position that they could be seen by Mr. Burlingham and Police Sergeant Elston, who were to be in hiding near by.

It was known that the Indian Sergeant would pass along this portion of the road and what action he would take would be witnessed by the Police Officers.

Cross-examined by Mr. Jenkin, Mr. Burlingham said the defendant joined the Hongkong Police Force on the 2nd June, 1903, so that he had over 20 years' service to his credit. He joined the Police Force from the Military in which he had served for 10 years.

Mr. Jenkin: He could get his pension at the end of this month?

The witness agreed.

In reply to further questions he said he could not say off-hand whether any application had been made for the pension or not. The defendant, according to the records, was 47 years of age and he could have extended his service to about the age of 50, provided that he had made no blunders and had kept a good character.

Mr. Jenkin: I suppose you knew that he was going to retire at the end of the present month?

The witness replied that this had no effect on the action he took.

Counsel: This man has been highly commended by the Captain Superintendent of Police on five occasions?—He was on four occasions commended by the Captain Superintendent of Police and once by His Excellency the Governor.

Was this scheme engineered entirely as the result of your own personal activities? Entirely.

I think you were at no pains to let it be known that you were going to take this course?—Nobody else knew except Sgt. Elston and myself and my informers.

Later, Mr. Jenkin asked: These ricksha coolies were told to infringe the traffic regulations for this purpose?—I told them to remain there for some time. They sat down for ten minutes and that was an infringement of the Regulations.

And you gave them 20 cents each?—Yes.

What actually happened down at Sincere's?—I do not know. I did not see it out.

HOW THE SCHEME WORKED.

Evidence as to the actual working of the plot was given by two ricksha coolies. The first was Tang Lo. He said that at 1.45 p.m. on the 2nd he was waiting outside Sincere's for a fare. The defendant came from the West, walking towards the East. He stopped opposite his ricksha and took down the number of his ricksha. He then said he would take out a summons against him if he "didn't give him money." "He then turned his back to me," the witness continued, "placed his arms behind his back and held out his hands, palms upwards, into which I placed the 20 cents Government money and 10 cents of my own. He placed the money in his trouser pocket. Sgt. Elston then came on the scene, and arrested the defendant who threw the 30 cents away. All this happened in Wing Kut Street, opposite to Sincere's.

Mr. Jenkin (cross-examined): The defendant is one of the best detected police officers in the Traffic Department?—He is notorious for taking money from ricksha pullers.

And his figure was always about 30 cents?—It varied. Sometimes it was 20 cents, and sometimes 50 cents.

And were you prepared to pay the maximum amount of 50 cents?—The reason for paying the 30 cents is this; if I was taken to the Police Court I might be fined \$25. It is cheaper to pay 30 cents—(laughter).

During the last 12 months he has summoned you five times?—I have been summoned twice.

I put it to you that it was five times—\$5 on each occasion, \$15 in all?—I have been summoned twice—\$5 in all.

You are getting "pretty fed up" with being fined?—Of course I was feeling "pretty fed up."

The other ricksha coolie (cross-examined by Mr. Jenkin) was asked: If he (defendant) is taken off this duty you will be very pleased about it, won't you?—If he does not summon me I will be pleased.

And if it is put out of his power to summon you, you will be just as pleased?—Yes.

WHAT SERGT. ELSTON SAW.

Police Sergeant Elston described to the Court how he was concealed on the first floor of No. 168, Des Vaux Road Central. There were five ricksha coolies standing in Des Vaux Road. He described the passing over of the bribes after which he left his hiding place and went up to the Indian and asked him if he had change of a dollar. He put his hand in his right hand trouser pocket and produced a \$1 bill and three 10 cent pieces (produced in Court). Witness turned the coins over in the defendant's hand and pointed out that they were marked. Witness took the money from him and made no comment. Witness also secured possession of his note-book and brought him to the Police Station.

Witness went on to describe the entries in the note-book and the entries on a sheet of paper which was found inside the note-book. The sheet of paper was dated August 1st and it contained 30 entries of ricksha numbers. Of this number on the rough list only 15 were entered in the note-book.

Asked by Mr. Jenkin what inference he drew from the discrepancies in the entries on the sheet of paper and in the note-book, the witness said: The numbers were first entered on the rough sheet of paper and then, I suggest, if the coolie did not pay the money asked, the number was copied in the note-book and the summons issued.

DEPENDANT IN THE WITNESS-BOX.

The defendant, in the witness box, denied asking for money and said that three coolies offered him money. He waved his hand and drove them away. He said that at the time he noted the numbers of the rickshas he saw Sgt. Elston on the verandah. He also noted the presence of a number of Chinese detectives in the vicinity. When Sgt. Elston came up to him his first action was to take away his revolver. Sgt. Elston asked him to produce the 60 cents. Witness took out of his pocket a \$1 and 5 cents, stating that it was all he had. Sgt. Elston was not satisfied and kept taunting him, saying "You have got to produce it." He also insisted on his being searched there, but no other money was found. One of the ricksha coolies was then called over and Sgt. Elston, opening the coolie's hand, took from it 30 cents.

Asked to explain why he kept the rough sheet of figures inside his note-book, the defendant said that he had instructions from the previous Traffic Inspector to note the numbers in a rough book, and when he applied for a summons to transfer the numbers to the official note-book. The reason for the balance of numbers on the sheet of paper was that he had not had time to transfer them to the official book.

This was all the evidence offered.

COUNSEL'S ADDRESS.

Mr. Jenkin, addressing the Court, said it was rather a miserable action to bring a case of this sort against an officer of such seniority and of such high record in the service. It seemed a very miserable action to set a trap for a case of such a petty nature at the expense of a great deal of time on the part of the Superintendents. He should have imagined that it would not have been possible in these stirring times for high police officials to try and trap an old and meritorious officer by engaging ricksha coolies to bring about his downfall and in order that the defendant might be within the Criminal Law of bribery. That was mean, and it was more especially so in view of the fact that in a short time the defendant would have been retired to his native country.

Dealing with the evidence, Mr. Jenkin laid stress on the point that the defendant was fully aware of the presence of Sgt. Elston and it did not seem likely that he would take money from a ricksha coolie knowing that the Sergeant was there. He suggested to his Worship that it was just possible that Sgt. Elston was mistaken in what he saw. In the excitement of the moment, after bringing the scheme to such a successful conclusion, it was just possible that his recollection of what happened was wrong. He suggested that the Sergeant was under a misapprehension as to how he came by the money.

MR. BURLINGHAM'S REPLY.

Mr. Burlingham, replying, said that it was with the greatest regret that they had to bring the case. He agreed with his Worship that it was a very sad case, but in spite of the reference made by his learned friend they had to take measures to put a stop to this "squeezing" business which has been going on. Sometime ago he warned all the senior officers of the seriousness of receiving bribes and told them that they would be dealt with if they were caught with the utmost severity. This man had had an excellent record, but had fallen through being rather mercenary. Under the circumstances he felt that he must press for a rather severe penalty as a warning to Police officers in future.

His Worship said the case was a sad one. The defendant had served for a number of years with the police and was on the verge of receiving his pension. He proposed giving the defendant the option of a fine.

A fine of \$250 with the alternative of six weeks' imprisonment was imposed.

FIREMEN Gassed BY CHARCOAL FUMES. LARGE NUMBER OF CASUALTIES AT A SMALL FIRE.

A European Police Inspector and fifteen Chinese firemen were admitted to the Government Civil Hospital on Tuesday night suffering from the effects of gas poisoning and also from burns caused by the gas which enveloped them during their efforts to combat a small fire which broke out at West Point.

The European is Sub-Inspector Hutchins of Central Police Station. He is suffering from burns on the neck and shoulders, but fortunately, his condition is not serious. Two of the Chinese casualties are serious. It is stated that one of the Chinese firemen is likely to lose his eyesight, whilst the other has been badly burned about the chest and neck and is suffering from severe shock. His life is in danger. Of the remaining Chinese casualties, two were released from hospital yesterday morning and seven others were to be released later in the day.

The fire occurred in the basement of No. 15, First Street, West Point, which is not far from No. 7 Police Station. The alarm was raised just before 8 p.m. and shortly afterwards the Fire Brigade from the Central Fire Station was on the scene under the charge of Mr. H. T. Brooke, the Superintendent of the Brigade, and Mr. C. Moss, the Station Officer. Sub-Inspector Hutchins was amongst the first to arrive and he proceeded to batter in the door leading into the basement from which smoke was issuing in large volumes. It appears that a large quantity of charcoal had been stored there during the J.Y. and the outbreak is said to have been caused by coolies using lighted candles to work with. Directly the door collapsed the noise of a slight explosion was heard coming from the direction of the piled charcoal. This was followed almost immediately afterwards by a rush of scalding hot vapour which came through the open door-way. Sub-Inspector Hutchins was enveloped in the vapour and was severely burned. He was immediately removed to hospital.

A scalding hot vapour continued to arise from the charcoal. It was evidently of a poisonous nature for it was found that those who breathed it in addition to being scalded, felt themselves being suffocated. In turn Mr. Brooke, Mr. Moss and Sub-Inspector Field of the No. 7 Police Station were overcome with the fumes and collapsed. Fortunately, the gas was not of a deadly nature and the collapses were of a temporary nature. Mr. Moss and Sub-Inspector Field were gassed twice, the second occasion being more serious than the first.

In the end it was found necessary to break a hole in the concrete floor above the basement in order to combat the fire, and from this point the firemen were able to get the smouldering charcoal under control. But this was not until there had been a number of Chinese casualties.

The fire itself was only a small affair and the damage is estimated at not more than \$250, this amount being mainly caused by the firemen battering down the door and breaking a hole in the concrete floor.

SHOPKEEPERS AND DANGEROUS GOODS.

CASES FROM ABERDEEN.

At the same Court Sub-Inspector Lane prosecuted two Chinese shopkeepers for not complying with the regulations set out by the Dangerous Goods Ordinance. In each case the defendants came from Aberdeen. In the first case the defendant, the master of the Yee Sun shop, had a licence to store 40 gallons in an underground tank. When the Inspector visited the premises he found that the tank had been constructed above the ground. There were two tins of kerosene in the tank and four piled on the top. He described it as "pretty dangerous" as anybody passing by might drop a cigarette end on to the tins and cause an explosion.

The defendant admitted the offence and he was fined \$25.

In the other case, the defendant, Wong Hin Tim, of Woo Pak Street, was said to have stored seven tins of kerosene amongst the produce at the back of his shop. He had a properly constructed tank but only six tins were found in the tank. In this case Sub-Inspector Lane described what he found as "a danger to life and property."

The defendant pleaded guilty and he was also fined \$25.

PLAYGROUNDS FOR CHINESE.

The Y.M.C.A. Bulletin says:—Just now there is considerable agitation for playgrounds in Hongkong. The Y.M.C.A. is strongly in favour of playgrounds and play areas for Chinese children. Playgrounds keep children out of the streets where there is continual danger of being injured, they teach the children to be good sportsmen, they develop healthy bodies, they make for good character by teaching honesty, fair play, unselfishness, courage and team play; they prepare the child to be a good citizen. The ideals of honesty, co-operation, etc., which a child learns on the playground he will carry along with him when he becomes a man making him a better business man and a better man among men. We urge any of our members who are in official positions or any who may be asked to investigate the playground situation to use their influence in bringing about the establishing of playgrounds in the Colony. The leaders of tomorrow are trained on the playgrounds to-day. It is up to you to insist on the right of the child to play and to play under the most satisfactory conditions.

WEIGHTS AND MEASURES PROSECUTIONS.

For having a measuring stick which was half an inch under the authorized length, and which did not comply with the regulations in that it was not tipped with brass at either end, a Chinese cloth merchant, named Leung Lau, of Hung Hom, was yesterday fined \$5 by Mr. C. D. Melbourne.

The defendant's excuse was that he had only recently taken over the premises and that he took over the measuring stick at the same time. He had not used it.

Sub-Inspector Lane said the stick was hanging on the wall just by the scales of cloth.

TEN PER CENT. AGAINST THE PURCHASER.

So Soong, a vegetable stall holder at Aberdeen, was prosecuted in the same Court for having a scale which was ten per cent. against the purchaser.

The defendant told his Worship that on the day the scale was examined it was raining and the rain had upset the balance.

Asked if this was possible, Sub-Inspector Lane said the rain might probably affect the balance to the extent of a half per cent., but not to such an extent as ten per cent.

A fine of \$10 was imposed.

FAREWELL SWIMMING FETE. V.R.C. SAYS GOODBYE TO MR. J. R. JOHNSTONE.

The farewell night fete given by the Victoria Recreation Club to Mr. J. R. Johnstone last night was a huge success. Mr. Johnstone has for the past few seasons been the Club's and the Colony's best swimmer. His departure is a heavy loss to both. Mr. D. Lyon, who has been challenging his position for some time past, now takes his place.

The fete was well supported by the public and the smoothness with which the affair went off did credit to the organizing abilities of the Secretary (Mr. R. C. Witchell). Mr. Johnstone leaves the Colony by the *Empress of Russia* to-day.

After the swimming events, which were keenly contested, the prizes were distributed by Mr. W. Logan, Acting Chairman of the V.R.C.

Mr. Logan, on behalf of the committee of the V.R.C., presented Mr. Johnstone with a gold wristlet watch as a mark of their appreciation of his services to the Club, and as a token of remembrance. The Chairman remarked that Mr. Logan was one of their finest swimmers and a good sportsman. He had been beaten, as every one else had been beaten, but he had always taken his defeats in good part. He had been with the Club for the past eight years, during which time he had made records, and brought home numerous trophies. Some of his most conspicuous achievements were—the winning of the Harbour race in 1910; winning of the Harbour race in 1920, when he made a new record of 23mins. 33secs.; winning of the Harbour race for the third time running in 1921; at the inter-port events in 1921, when representing Hongkong, winning the 800 yards, and the 100 yards.

Mr. Johnstone, continued the Chairman, had proved himself an all round swimmer, though he was never outstanding owing to the fact that there were always one or two men following close on his heels. He hoped there always would be, for the good of the Club. Mr. Johnstone was going to a land where there were many good swimmers, and when he excelled in that country, as the Chairman had no doubt he would, he hoped he would not neglect to let people know where he learned his swimming, and that he would not forget Hongkong or forget to let them know what he was doing. (Applause.)

Mr. Johnstone made a suitable reply, thanking the Club for its kindness to him. He regretted that he would be unable to swim in the interport matches this year, and hoped the Colony would pull off all the events again. He had been very happy and proud to be a member of the V.R.C. and would never forget the sporting treatment he had always received there. (Applause.)

The races were concluded with a League polo match between the King's "A" team and the R.G.A. "A" team. The game was hotly contested, but was of the scrappy description. Lt. Sgt. Jones opened the scoring for the King's in the first half. Gunner Harris scored it, and McDade put the Artillerymen ahead. In the second half Reddick, McDade, and Wood all scored for the R.G.A.

Result: R.G.A. "A" team 5 goals. King's "A" team 1 goal.

The results of the races were as follows:—

Four Lengths Handicap for Members.—1, B. Rasmussen, 55.2-secs.; 2, J. Stewart, 71.2-secs.

Girls' Two Lengths Handicap.—1, E. Anslow, 50.3-secs.; 2, P. Hynes, 55.3-secs. High Dive (open).—1, J. Stewart, 83 points; 2, C. McKenzie, 85; 3, Duncan, 83.

75 Yards Challenge Race.—1, D. Lyon, 45secs.; 2, A. May, 45.1-secs.; 3, Razavet, 45.2-secs.

Boys' two Lengths Handicap.—1, Massambho, 27.2-secs.; 2, Zimmerman, 35.2-secs.

Ladies' two Lengths Handicap.—1, Miss C. Smith, 40.3-secs.; 2, Miss Ruby Chu, 42secs.

Open Team Race, two lengths.—1, U.A.C., 2mins. 22.2-secs.; 2, V.R.C. Mixed Nomination Race.—1, Miss E. Bell and B. Rasmussen.

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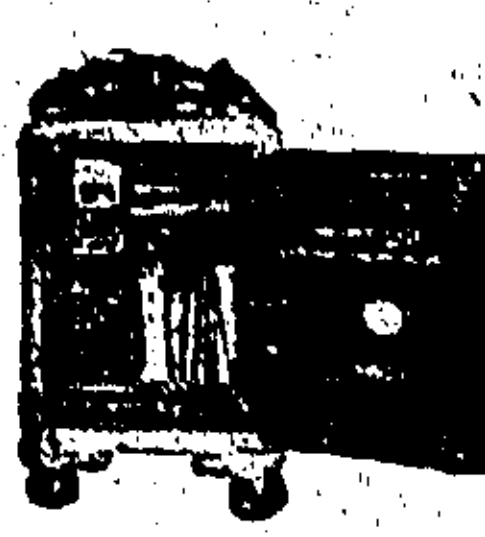
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*Carl Legien	9,000 tons	7th September
*Adolf von Beyer	9,000 tons	First half of October
*Emil Kirdorf	9,000 tons	First half of November
*Heiser	13,300 tons	First half of December

HOMEWARD for Antwerp, Rotterdam and Hamburg

Steamers	Tonnage, d.w.	Departure
*Heiser	13,300 tons	20th Aug. Calling at Manila 19th Sept.
*Albert Vogler	9,000 tons	
*Carl Legien	9,000 tons	
*Adolf von Beyer	9,000 tons	
*Emil Kirdorf	9,000 tons	

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BIDDING AT BRIDGE.
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[BY SIR WILLIAM WILKINSON.]

DOUBLING AND REDOUBLING.

WHEN NOT TO DOUBLE.

Continued.

61.—A double is sometimes advisable as a warning to your partner not to go on calling his suit.

Dalton, p. 79, "it is sometimes advisable to double your opponents' call in order to stop your partner going any further with a call in which you are not able to help him." Owen, p. 29, "as a check on a rash partner a double is frequently a most useful call." (Both of them instance the case where your partner has gone up to three hearts on his own, and the opponents have called 'three spades'.)

62.—A double may be made "to show a sure trick in an opponent's suit, AFTER having made some other bid or suit." (Foster, p. 203).

See also 2 Foster p. 60.

63.—It depends on the score whether you should double with a practical certainty, or should make a further bid with a fair chance of winning the game.

So Dalton, p. 77, Bergholt, p. 104, "it is not always by any means easy to say whether it is better to double the opponent, or to declare in hope of game." Anthony, p. 108, "it is all very well to go out on one's declaration, but after all a big winning rubber is dependent on one or more successful doubles, and the double will frequently pay better than winning the game on one's own call."

It is always advisable to win the first game, and the last, and therefore to take game in either case, rather than to double. The best time for doubling is when your opponents are one game to your love. Dalton, p. 78, "if each side has won a game, go out to win the rubber without hesitation. It is the second game and your opponents have won the first, go for the double." Pachabo, p. 49, "with a game in and no score by the opponent, it is nearly always advisable to go for rubber, and so 'on the rubber game'; but if you lose the first game, whenever you can set an opponent back 250 sure points or more, you should do so in preference to bidding in a hand capable of going game."

Work, pp. 138-145, goes into this question of the value of a game, mathematically. His conclusion is: scoring 100 instead of a first or second game is always a losing proposition; 200 may show either a small loss or gain, but 300 is generally a profitable transaction. It is not wise to double, instead of winning, the third game unless the double will win at least 400. (His whole argument should be studied.)

64.—If your partner doubles, do not take him out unless you have a really good suit of your own.

So Pachabo, p. 50, Emmet, p. 49, Dalton, p. 81, "if you have a certainty of winning the game, you ought nearly always to take it." If there is no certainty of winning the game, or perhaps even of getting the higher contract, the double should always be left in. Anthony, p. 110, "against No-trumps I should unhesitatingly say not, and very rarely to a suit declaration."

Basile, p. 76, "it is drastic, but if you have a hand which is absolutely worthless unless a certain suit is made trumps, it may happen that you absolutely dare not leave the double in; but (p. 123) 'don't be always throwing your partner, taking him out of his double.'"

frustrator of all his best thought out schemes." Gillies, p. 115, "except in a very high contract, don't leave the double in when your hand is useless on the call made or when, unknown to your partner, you hold numerical strength in his suit."

But do not take your partner out of a double which you can powerfully support. Don't move your partner if your hand is valuable on his double, but do when it isn't.

Irwin, p. 82, "when your partner has doubled, let him alone; don't let an entire absence of trumps in your own hand frighten you into taking him out—the fewer you have, the more he has! She would only allow it if there is a certainty of scoring a winning rubber (p. 123)."

Manning, p. 102, "if you are of no use in the double, and have a good thing in a suit of your own, you ought to take your partner out of the double; p. 101, if he has doubled one in a suit-call, you should go One No-trump, or Two of a suit."

65.—If your partner is doubled, do not feel it incumbent on you to "rescue" him at any cost.

Dalton, p. 81, "if you have a higher call which you can make with safety, you will of course do so, but do not make some wild declaration with the idea of getting him out of his trouble." He may not want to be taken out. Irwin, p. 89, "Don't feel that you must rescue him. He may be perfectly delighted. Anyhow he will lose less on his good hand than you on your poor one." Anthony, p. 109, "your partner may be perfectly content. Do not take him out without a very good reason." Of course, if you can switch on to a higher suit with a fair prospect of success, you must do so.

Basile, pp. 78-81, "when you are very weak in your partner's declared suit, it will sometimes pay you to branch to another, even though you may know that you are calling too high. But even in cases when it is necessary to cut loss, my experience is that the forced call usually proves more expensive. The question resolves itself into this: are you better able to stand the double than your partner? Bergholt, p. 107, "if your partner has been doubled by the player on your right, you are not to make any kind of ridiculous call on the plea that 'you are bound to pull him out.'"

Work, p. 139, "it is seldom sound bidding to take your partner out when he has been doubled. When the hand can help the partner in the declaration that has been doubled, changing it is the limit of folly. When you are weak, the chances are that the change will only make matters worse. The only case in which the partner should be taken out is with the unusual hand which cannot help the partner's declaration, and yet will materially aid the take-out declaration." (This position he illustrates.)

66.—When Dealer has declared a suit, and Second overbids with another suit, a double from Third means (1) that Third "denies assistance in Dealer's suit, and (2) expresses confidence in defeating Second's contract."

So Foster, p. 210. Heads in effect, that if Third assists Dealer (which he would not do unless, in addition to his trumps, he has a sure trick outside) and then, on the second round, doubles, this shows that the sure trick is in Second's suit.

Gillies, p. 110, "double in preference to supporting your partner, when you are strong numerically in your opponent's suit."

67.—Do not rescue except on a certainty, and even then only if your opponents cannot over call you in another suit.

Gillies, p. 109, "don't redouble unless it is almost impossible for your opponents to go on with their suit." Butler, p. 146, "only redouble on a certainty and no possible switch for the adversaries' use." Basile, p. 82, unless you are able to double any contract to which the enemy can branch, you had better leave well alone by accepting your adversaries' double."

Irwin, p. 98, "the only hand on which you should redouble is one on which you are not only practically sure of making your contract, but one where you are prepared to defeat the adversary if he attempts to get out with any bid whatever." Hingley, p. 45, "unless it is made on a near certainty as anything ever can be at Bridge, to redouble is an entirely foolish and quite unnecessary proceeding." Anthony, p. 112, "it is not desirable to redouble unless you are prepared to double any further declaration." Manning, p. 108, "when you have a good thing and are doubled, be content with the double, and don't redouble."

68.—A redouble is sometimes made to prevent your partner from taking you out. (See p. 61).

See Dalton, p. 84. Manning, p. 109, "with a 'nervy' partner it is sometimes advisable, when you have a good thing, to redouble to reassure him and to keep his mouth shut."

69.—Do not play the "bluff redouble."

Irwin, p. 102, "there is a bluff redouble that sometimes works: if a player is doubled, and expects to be defeated, he redoubles, just to frighten the adversary off the double and back to his own suit. It doesn't always work, and when it doesn't, it is horribly expensive."

Gillies, p. 110, "the bluff redouble is a most dangerous proceeding; it sometimes succeeds, but non-success is disastrous." Foster, p. 218, "one of the most dangerous doubles, and, therefore, infrequently used, is the bluff. So Manning, p. 110."

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Kobe via HOI	"FOOKSANG"	Friday, 10th Aug. 4 p.m.
ANTUNG via SWATOW	"HSANG"	Sunday, 12th Aug. 9 a.m.
SHANGHAI	"HOSANG"	Monday, 13th Aug. Noon.
BANGKOK via SWATOW	"HOSANG"	Tuesday, 14th Aug. 3 p.m.
SHANGHAI via SWATOW	"FOOSHING"	Wednesday, 15th Aug. Noon.
TSINGTAU via SWATOW	"TUNGSHING"	Friday, 17th Aug. 11 a.m.
SHANGHAI	"WAISHING"	Sunday, 19th Aug. 10 a.m.
TSINGTAU via SWATOW	"KWONGSANG"	Wednesday, 22nd Aug. Noon.
SHANGHAI	"KUTSANG"	Thursday, 23rd Aug. Noon.
Kobe	"HINSANG"	Friday, 24th Aug. 11 a.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamer proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to Hongkong and Yangtze Ports via Shanghai.

PANAMA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

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BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, "HINSANG" and "MADANG" about steamer having excellent passenger accommodation. Cargo taken at through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datta.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chaofo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "HOSANG" will be despatched on or about
Tuesday 14th Aug. at 3 p.m., for SINGAPORE, PENANG
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HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharge
"GLENSHIRE"	14th Aug.	"CARNARVONSHIRE"	14th Aug.	London, Rotterdam & Hamburg.
"GLENBROOKSHIRE"	18th Aug.	"GLENBROOKSHIRE"	18th Aug.	London, Rotterdam & Hamburg.
"GLENLUCE"	20th Aug.	"GLENBROOKSHIRE"	20th Aug.	London, Rotterdam & Hamburg.
"GLENOGLE"	20th Sept.			

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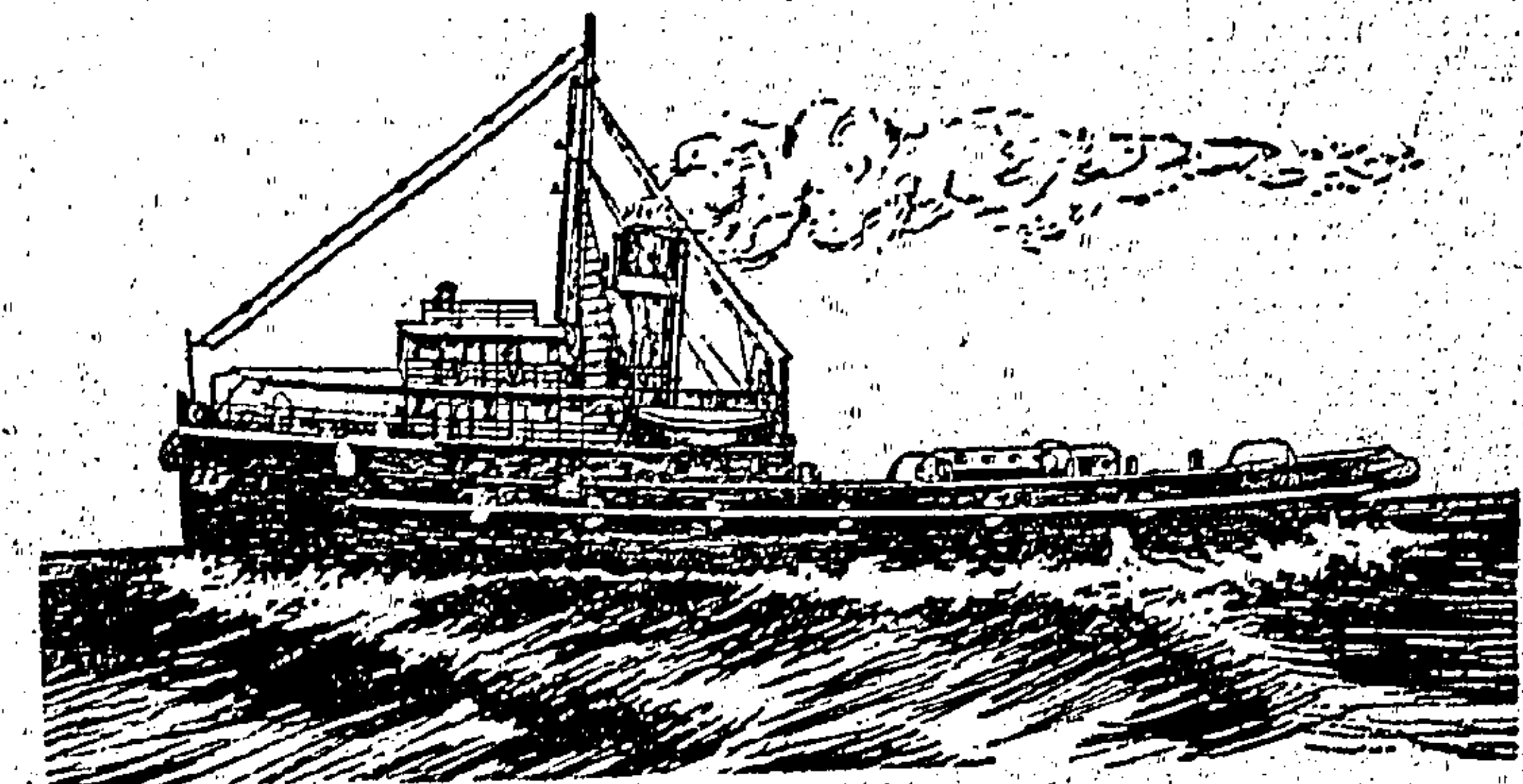
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"Henry Keswick"

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R. M. DYER, B.Sc., M.I.N.A. KOWLOON DOCK, HONGKONG.

SHIPPING NEWS

ARRIVALS.

August 7th.

Dukat, Norwegian str., 731 tons, Capt. L. Th. Paulsen, from Samarinda, with coal. — *Grimble & Co.*

Kanani, British str., 1,143 tons, Capt. J. Laker, from Shanghai, with a general cargo. — *B. & S.*

Kashing, British str., 1,143 tons, Capt. L. B. Beer, from Hongay, with coal. — *B. & S.*

Kiny Yuan, British str., 1,346 tons, Capt. E. Partridge, from Bangkok, with a general cargo. — *B. & S.*

Linna Maria, Japanese str., 4,474 tons, Capt. J. Echikawa, from Singapore, with a general cargo. — *N.Y.K.*

Ludwigsruhen, German str., 3,627 tons, Capt. Fr. Hike, from Singapore, with a general cargo. — *Robert Dollar & Co.*

Protestante, British str., 6,118 tons, Capt. J. H. Wilkinson, from Cebu, with a general cargo. — *B. & S.*

Soochow, British str., 1,604 tons, Capt. E. Monkman, from Shanghai, with a general cargo. — *B. & S.*

Tacualuan, British str., 4,052 tons, Capt. P. W. Trott, from San Francisco, with fuel oil. — *Standard Oil Co.*

August 8th.

Aisawa Maru, Japanese str., 895 tons,
Capt. C. Kawamoto, from Keelung,
with coal.—Suzuki & Co.

Hok Canton, Chinese str., 556 tons, Capt.
Leung Long, from Kwang Chow Wan,
with a general cargo.—Hong On &
Co.

Hop Sang, British str., 1,356 tons, Capt.
N. W. Van Cortland, from Swatow,
with rice.—J. M. & Co.

Kwong Sang, British str., from Canton.

Lee Sang, British str., 972 tons, Capt.
T. Croft, from Haiphong, with a
general cargo.—J. M. & Co.

Nanyo Maru, Japanese str., 763 tons,
Capt. Furukawa, from Keelung, with
coal.—Y.K.K.

Szeleuen, British str., from Canton.

Tai Sang, British str., 1,500 tons, Capt.
T. Grant, from Shanghai via Swatow,
with a general cargo.—M. M. & Co.

Tjiboda, Dutch str., 2,953 tons, Capt.
J. A. Hillebrand, from Balikpapan,
Borneo, with a general cargo.—J.C.J.L.

Tjmanock, Dutch str., 3,310 tons, Capt.
P. Abbo, from Amoy, with a general
cargo.—J.C.J.L.

Yarna, British str., 1,874 tons, Capt.
C. J. A. Hay Hendry, from Bangkok,
with a general cargo.—M. M. & Co.

CLEARANCES.

August 7th

August 7th.
Chung Hing, for Canton.
Glenfer, for Singapore.
Kanna, for Canton.
Liona Maru, for Shanghai.
Soochow, for Canton.
Yezan Maru, for Takao.
August 8th.
Asawa Maru No. 23, for Canton.
Asawa Maru No. 24, for Keelung.
Aki Maru, for K'ung.
Bengal, for Shanghai.
Ching Sang, for Hiohow.
Duchesa D'Assol, for Singapore.
Empress of Russia, for Shanghai.
Fukuzi Maru, for Keelung.
Kashin, for Whampoa.
Kinagun, for Swatow.
Luka Faulk, for Singapore.
Lutwingshafen, for Takao.
New Northall, for Haiphong.
Serkoon Maru, for Saigon.
Suda, for Kwang Chow Wan.
Tokuwa Maru, for Swatow.
Tulke, for Canton.
Tai Sany, for Canton.
Tokuwa Maru, for San Francisco.
Teah, for Manila.
Tenyo Maru, for Manila.
Typannek, for Shanghai.
Undy, for Shanghai.
Yand Cloon, for Singapore.

PASSENGERS.

DEPARTURES

Per. P. & O. s.s. *Soudan*, on August 7th.—Mrs. C. Cowling, Mr. C. W. Donaldson, etc.

Per. P. & O. s.s. *Khiva*, on August 8th:—Mrs. and Mr. M. Mehta, Mr. J. Jackson, Capt. R. D. Cooper, Mr. E. L. Wilson, Miss Shirley Rutherford, Mr. C. T. Frayn, Mr. H. M. Brown, Major J. R. Lloyd, Miss Orr-Ewing, Lt.-Comdr. O. J. M. Kerrigan, R.N., Mr. and Mrs. L. McMurray, Mr. C. C. Ray, Mr. A. C. Morrison, Mrs. Morrison, Miss Morrison, Mr. C. Bishop, Mrs. Haigh, Misses G. and E. Haigh, Mr. MacGillivray, Master J. Haigh, Mr. R. S. Paterson, Mrs. C. C. J. Paterson, Mr. C. G. Paterson, Mrs. and Mrs. S. Matsui, Miss B. Thomasson, Mr. E. Bradden, Mr. W. G. Smith, Mr. F. E. Shaw, Mr. C. G. Helyar, Mr. J. N. Biswas, Mr. Kirpalani, Miss M. T. Paul, Mr. C. Leech, Mr. A. H. Bolton, Mr. J. M. Watson, Mr. J. S. Black, Capt. J. S. Lewington, Mr. W. Hall, Mr. W. C. Lobb, Mrs. Whittle, Mr. and Mrs. M. O. Blakey, Mrs. Vidal, Mr. W. F. Sayule, Mr. P. J. Murray, Mr. J. R. Pettigrew, Mr. D. Rahman, Miss Matthews, etc.

D. Ross, Miss F. Tunheim, Mr. H. Diprose, Mr. W. Dochkiss, Mr. A. Pritchard and Mr. J. D. B. Harwood.

SHOPPING MOVEMENTS.

The N.Y.K. s.s. *Tamba Maru* (Bombay line), left Singapore for Hongkong on August 8th, and is expected here on August 13th.

VESSELS EXPECTED.

Albert Vogler (Hugo Stinnes), due Aug
10th, a.m.
Amboise (M.M.), due August 28th.
Andre Lebon (M.M.), due August 17th.
Dongola (P. & O.), due August 10th
noon.
Empress of Australia, due August 15th.
Japan (B.I. & Apecs), due August 10th
a.m.
Menard (Blue Funnel), due August 31st.
Perseus (Blue Funnel), due August 25th.
Sunland (Rickmers Line), due to-day.
Victoria, due August 27th.



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Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

From HONGKONG		Due VANCOUVER		From Canada		Due England	
Empress Russia	Aug. 9	Aug. 27	Empress France	Aug. 18	Aug. 25		
Empress Australia	Aug. 24	Sept. 12	Empress Scotland	Sept. 1	Sept. 8		
Empress Asia	Sept. 6	Sept. 24	Montcalm	Sept. 21	Sept. 28		
Empress Canada	Sept. 22	Oct. 8	Empress Scotland	Sept. 29	Oct. 4		
Empress Russia	Oct. 4	Oct. 22	Empress France	Oct. 13	Oct. 19		
			Empress Scotland	Oct. 27	Nov. 2		

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VIA SHANGHAI, THE INLAND SEA, JAPAN AND HONOLULU.

STEAMERS	LEAVE HONGKONG.
TENYO MARU (calling at Manila and Keelung).	...22,00 tons, Aug. 8th.
KORFA MARU (calling at Manila and Keelung).	...22,000 tons, Aug. 16th.
SHINYO MARU (calling at Keelung)	...22,000 tons Aug. 31st.
SIBERIA MARU (calling at Dairen).	...22,000 tons, Sept. 15th.
TAIYO MARU (calling at Manila and Keelung).	...22,000 tons, Sept. 25th.

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO,
 SAN PEDRO, MANZANILLO, BALBOA,
 CALLAO, MOLLEND0, AFRICA AND IQUIQUE.

THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AIRES.

STEAMERS	T. NS.	LEAVE HONGKONG
GINYO MARU	16,000	September 6th.
AYO MARU	18,700	October 20th.
SEIYO MARU	14,000	December 4th.
BAKUYO MARU	18,500	January 19th.

JAPAN-HONGKONG-JAVA SERVICE.

between—

OSAKA, KOBE, MOJI, DAIREN, HONGKONG, BATAVIA,
 SAMARANG AND SOERABAYA.

STEAMER.	DESTINATION	LEAVE HONGKONG
PERSIA MAKU (Keelung, Moji, Kobe & Osaka).		August 17th.

NEW YORK LINE. (Freight only.)

VIA JAVA AND SUEZ.

STEAMER	LEAVE HONGKONG
WOYU MARU	 about August 9th.

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Agents at Canton:
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Y. TSUTSUMI, Manager.
 King's Building,
 Tel. No. C 2174 & 2375.

WEATHER REPORT.				HONGKONG TIDE TABLE.					
August 7th at 17.15.—Warning to Hongkong, Coast Ports, &c.—Typhoon of unknown intensity within 60 miles of Lat. 27 deg. N. Long. 124 deg. E., moving West.				From August 8th to 15th, 1923.					
August 8th at 8.3.—Warning to Hongkong, Coast Ports, &c.—Typhoon of unknown intensity within 60 miles of Lat. 28 deg. N. Long. 120 deg. E., sliding up.				HIGH WATER.		LOW WATER.			
August 8th at 11.56.—Pressure has decreased moderately over the Loochoos and Formosa and slightly at Foochow and over Indo-China. It is nearly stationary over the Philippines.				Day of Week.	Days of Month.	H'kong Standard Time.			
The Loochoos typhoon entered the coast early this morning less than 100 miles to the north of Foochow.						h. m.	ft. in.		
The position of the Guam typhoon is still doubtful. It is probably about 100 miles east of Asperri moving W.N.W.				Thurs.	9	8	5		
Hongkong rainfall for the 24 hours ending at 10 a.m., 8th August, 0.00 in. Total since January 1st, 52.27 inches, against an average of 55.53 inches.				Fri.	10	7	18		
The forecast for the 24 hours ending at noon, 9th Aug. is as follows:				Satur.	11	7	58		
DISTRICT.		FORECAST.		Sund.	12	8	37		
Formosa Channel		S. winds, strong moderating.		Mon.	13	8	20		
				Tues.	14	10	5		
Hongkong to Gap Rock S.W. winds, moderate; fair.				Wed.	15	10	53		
						11	57		
South coast of China between Hongkong and Lamooa do.				BOARD OF CONSERVANCY WORKS OF KWANGTUNG.					
				Waterlevels in English Feet at S.A.					
South coast of China between Hongkong and Hainan do.				Place of Observation.	Highest W.L. ever recorded.	Lowest W.L. ever recorded.	1923.		
							Aug. 6		
				Wuchow, W. River	Feet. +79.60	Feet. -8.43	W.L.		
				Kongmoon, W. River.	+14.70	-0.80	Aug. 6		
				Lankowin, N. River	+57.00	—	W.L.		
				Samshui, N. River	+27.25	-5.00	Aug. 6		
				Shelung, E. River	+15.15	-0.98	W.L.		
				ENGINEER-IN-CHIEF.					
HONGKONG METEOROLOGICAL REGISTREE.				ON SALE					
Hongkong Observatory, August 8th.				BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December 1922.					
	Previous Day at 3 p.m.	Data at 6 a.m.	Data at 3 p.m.	With Index, Price \$ 5.00.					
Barometer	29.85	29.55	29.52	On sale at the Hongkong Daily Press					
Temperature	87	80	85						
Humidity	76	91	74						
Wind Direction	W	W	WSW						
Force	C	0	C						
Weather	—	—	—						
Rain	0.03	0.10	0.00						
Lightest open-air Temperature on 7th — 58									
Lowest open-air Temperature on 7th — 80									

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STEAMSHIP COMPANY

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HONGKONG—MANILA

"PRESIDENT PIERCE" ...	...	...	...	...	...	Aug. 30th
"PRESIDENT WILSON" ...	...	...	...	...	...	Sept. 3rd

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 Through passage rates to Europe via America G.\$405, G.\$420, G.\$440.

IYO MARU	Saturday, 11th Aug. at 11 a.m.
SEIDYUOKA MARU	Wednesday, 5th Sept. at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

HAKONE MARU	Tuesday, 21st Aug. at 4 p.m.
SUWA MARU	Thursday, 23rd Aug. at 11 a.m.

AMSTERDAM via LONDON & **BOTTERDAM**

MATSUYE MARU	First half Sept.
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ROTTERDAM via **MARSEILLES & VALENCIA**.

DARBAN MARU	First half Sept.
--------------------	------------------

MANILA & MELBOURNE via **Manila, &c.**

AKI MARU	Wednesday, 15th Aug. at 11 a.m.
TANGO MARU	Wednesday, 19th Sept. at 11 a.m.

NEW YORK & BOSTON via **PANAMA**.

YOKOSUKA, SHIMODA, KANAGAWA MARU
 End Oct. or beginning Nov.

COLOMBO via Singapore and Colombo.

HAKODATE MARU	Friday, 10th Aug.
WAKASA MARU	Monday, 23rd Aug.

SINGAPORE, PENANG & BANGKOK.

CALCUTTA MARU	Friday, 10th Aug.
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YOKOHAMA, KURE & YOKOHAMA.

TANGO MARU	Saturday, 16th Aug. Afternoon
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YOKOHAMA, KURE & YOKOHAMA.

LYONS MARU	Friday, 10th Aug.
TAMBA MARU	Tuesday, 14th Aug.
MUNHIMA MARU	Wednesday, 15th Aug.

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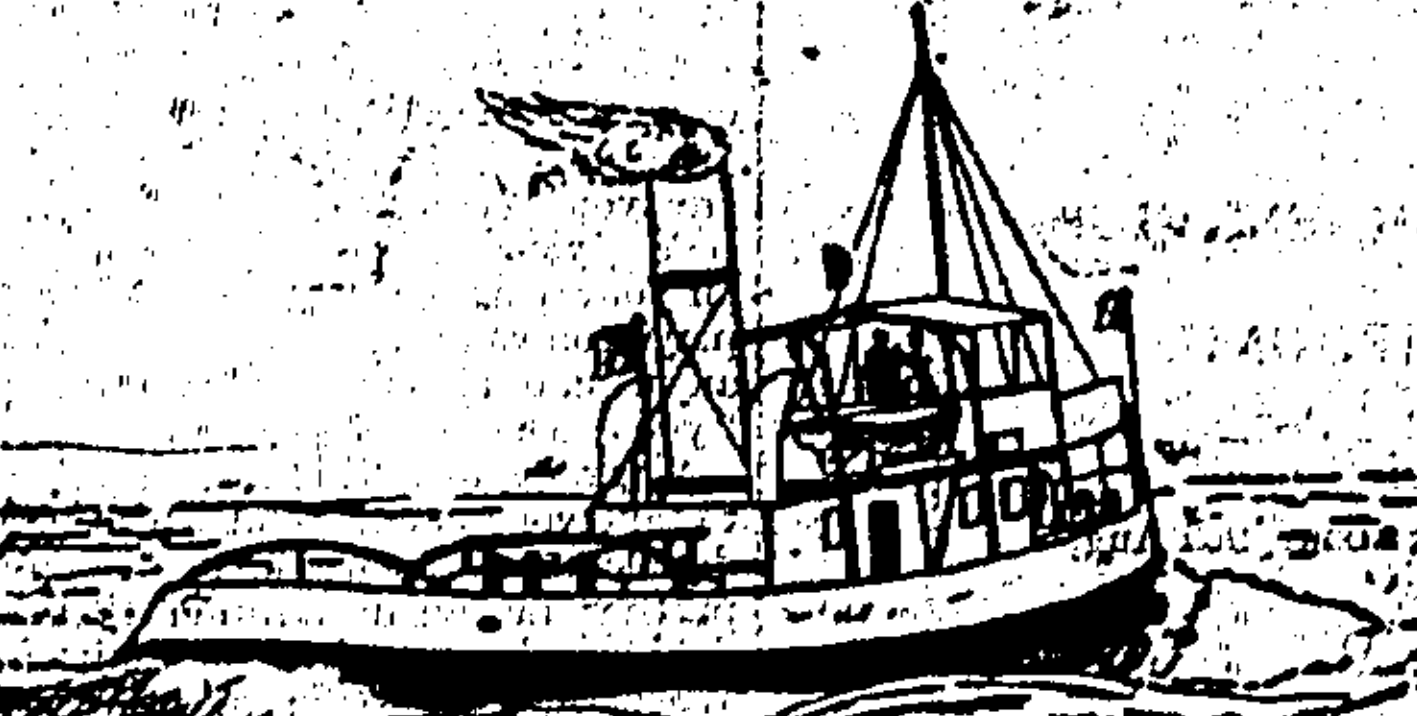


Illustration of a steam launch or tugboat on the water. The vessel has a single mast with a flag, a smokestack, and a cabin. It is shown moving through choppy water.

OLYMPIA 1892 "BOAT LION" BUILT BY W. S. BAILEY & CO., LTD.

Illustration of a tugboat and a barge. The tugboat is on the left, pushing or pulling a large barge on the right. The barge has a small cabin and a flag.

Illustration of a tugboat and a barge. The tugboat is on the left, pushing or pulling a large barge on the right. The barge has a small cabin and a flag.

PROFITS ON SHIPPING.

GOVERNMENT CONCESSION RELATING
TO DOUBLE INCOME TAX

During the Report stage of the Finance Bill in the House of Commons on July 2nd, a concession which had not been promised related to double income-tax on profits arising from shipping, which, the Financial Secretary said, introduced something in the nature of a new principle into our financial legislation. What he proposed was to take power by Order in Council to exempt shipping of foreign countries in cases where a reciprocal agreement is arrived at. By the nature of things shipping profits have been severely hit by double income-tax than those of any other industry. Two years ago the United States passed a law offering to exempt from their own income-tax the shipping of any foreign country which was ready to grant equivalent exemption. That olive branch the Government were willing to accept; and Sir William Joynson-Hicks, hoping it would only be the forerunner of a larger scheme to exempt all trades from double income-tax throughout the world. The proposal to confine the exemption to one particular industry was criticised by Mr. W. Graham, the Labour member for Central Edinburgh, who was a member of the Royal Commission on Income-tax, but by the House generally it was welcomed as an instalment of a much-needed reform, and was agreed to without a division.

THE U.S. MERCANTILE FLEET.

THE "NEW" PLAN

A Special Correspondent to the *Daily Telegraph* writing a month ago said:—
The latest move in connection with the United States Government's great fleet of steamers is that the "operators" will put forward a plan under which they will retain possession of the ships, but reduce the cost to the Government. The Emergency Fleet Corporation is understood to be paying manning agents 1,000,000 dollars a year in addition to the 3,000,000 dollars and other expenses of the corporation represent about 3,000,000 dollars. The new plan is still in the making, but it is gathered that the operation of the fleet will be directed from Washington. A solution is stated to have been found for everything except the traffic arrangements. The Shipping Board has relieved the manning agents of stoworing, and proposes to make its own arrangements in future for loading and discharging its own ships. This, it is computed, will entail a saving of 2,000,000 dollars per annum. It is also believed that by scientific firing of the boilers and careful selection of chief engineers, appreciable economies in fuel outlays—which are, of course, tremendous with an active fleet of nearly 400 vessels—may be effected. There is no present indication as to what will be done in respect to the foreign agents of the board, but it is believed that an attempt will be made to reorganise this branch in order to make the whole shipping enterprise 100 per cent. American.

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& 3 children	Mr E. G. Webster
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Mr & Mrs Blakey	Mr & Mrs Moysey
child	Plant
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Mrs Crocker	Mr & Mrs C. B.
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Mr Chester Fritz	Mrs C. L. Shank
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KASAMA ... 3rd Sept. ... Shanghai, Kobe & Yokohama.

HOMWARDS.

CITY OF GLASGOW ... 28th Aug. ... Marseilles, London, Rotterdam & Hamburg.

PASSAGE RATES TO LONDON.

A Class Steamers	...	1st Class £92—2nd Class £62.
B Class Steamers	...	1st Class £84—2nd Class £58.
C Class Steamers	...	1st Class £58.

B.C.—C Class Steamers comprise those of the Cargo type which have accommodation for a few passengers but do not carry Doctor or Stewardess.

Subject to change without notice.

For further particulars apply to—

THE BANK LINE, LTD.

(Tel. Central 7841)

(10)

HOLYOAK, MASSEY & CO., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"TALYRIUS"	...	via Suez Canal	...	15th August.
"CITY OF BOSTON"	...	via Suez Canal	...	20th August.
"ANTIOCHUS"	...	via Suez Canal	...	5th Sept.

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON. (12)

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	For Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
ORAMBORD	...	...	20th Aug.
PAUL LECAT	...	...	3rd Sept.
ANDRE LEBON	...	...	17th Sept.
AMBOISE	...	...	1st Oct.
CORDILLERE	...	...	15th Oct.
ANGERS	...	...	29th Oct.

RATES OF PASSAGE MONEY TO MARSEILLES.

A Class (1st Class) ...	...	B Class (1st Class) ...	...
STEAMERS (2nd) ...	...	STEAMERS (2nd) ...	...

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALE (Gazette Boats).

G. DORISE loading for BORDEAUX, HAYRE, ANTWERP & DUNKIRK, about 15th August.

MESSAGERIES MARITIMES CO.,

Telex: Central 740. 31. CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in cabins, and most excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 to 10 Days)

HAICHONG	...	Capt. J. S. Thomson	Friday, 10th Aug., at 1 p.m.
HAICHONG	...	Capt. W. G. Farnmore	Wednesday, 15th Aug., at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.,

(General Managers)

P. & O., British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, ORISSA, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, BEYRUT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destinations
"KASHMIR"	8,841	22nd Aug.	Mars., Gib., London & Antwerp.
"ALFORD"	5,273	23rd Aug.	S'pore, Penang, Colombo & B'way.
"MACDONIA"	11,089	7th Sept.	B'way, Mars., Gib., London & Antwerp.
"SICILIA"	8,813	20th Sept.	S'pore, Penang, Colombo & B'way.
"DONGOLA"	8,088	21st Sept.	Mars., Gib., London & Antwerp.
"MANTUA"	10,902	28th Oct.	B'way, Mars., Gib., London & Antwerp.
"SOUDEAN"	6,697	17th Oct.	S'pore, Penang, Colombo & B'way.
"KARMA"	9,088	18th Oct.	Mars., Gib., London & Antwerp.
"MACDONIA"	7,623	2nd Nov.	do.
"SOUDEAN"	6,697	4th Nov.	do.
"KARMA"	9,088	16th Nov.	do.
"SOUDEAN"	6,697	30th Nov.	do.
"KARMA"	9,088	13th Dec.	do.

1924.

"MACDONIA"	11,089	25th Jan.	(MARSEILLES & LONDON via Usual Ports of Call)
"KASHMIR"	8,841	8th Feb.	do.
"SOUDEAN"	6,697	22nd Feb.	do.
"KARMA"	9,088	7th March	do.
"SOUDEAN"	6,697	21st March	do.
"KARMA"	9,088	4th April	do.
"SOUDEAN"	6,697	18th April	do.

BRITISH INDIA - APCAR SAILINGS

"JANUS"	4,824	26th Aug.	Singapore, Penang & Calcutta.
"JAPAN"	6,052	2nd Sept.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	1st Sept.	(Manila, Thoseda, Island, Townsville, Brisbane, Sydney & Melbourne)
"ARAFURA"	5,000	6th Oct.	do.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape
The N. & W. Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal**SAILING TO SHANGHAI & JAPAN**

"JAPAN"	6,052	10th Aug.	Yokohama.
"SANGOLA"	5,194	10th Aug. 10 a.m.	Yokohama & Kobe.
"DONGOLA"	8,088	11th Aug. 4 p.m.	Shanghai, Moji, Kobe & Yokohama.
"MANTUA"	10,902	25th Aug.	do.
"SICILIA"	8,813	29th Aug.	Shanghai.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the ship on carrying steamer.
First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Ticket Singapore to Colombo.All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freight Handbooks, etc., apply to—**MACKINNON, MACKENZIE & CO.,**

22, Des Voeux Road, Central, HONGKONG.

Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For **BOSTON**
and
NEW YORK

S.S. "MOORISH PRINCE" ... on or about 31st August.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,Telephone: Central 3164
Telegrams (Faraprinco)(Incorporated in Great Britain)
St. George's Building

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O. S. K.SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.
"LONDON MARU" (Call at Marseilles) ... Tuesday, 4th Sept.RIO DE JANEIRO, SANTO, & BUENOS AIRES—via Saigon.
Singapore, Colombo, Durban and Capetown—Passenger Service.
"MEXICOMARU" (Call at Montevideo) ... Friday, 17th Aug.BOMBA—via Singapore and Colombo.
"SUMATRA MARU" ... Monday, 20th Aug.SAIGON, BANGKOK, SINGAPORE & DELI—Regular monthly Passenger Service.
"BUSHO MARU" ... Saturday, 1st Sept.CALCUTTA—Monthly Service via Singapore and Bangkok.
"INDO MARU" ... Wednesday, 15th Aug.VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.
"AFRICA MARU" ... Friday, 17th Aug.NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco—Panama and Cuban Ports.
"ALASKA MARU" ... Beginning of Aug.JAPAN PORTS—Kobe, Yokohama, via Shanghai.
"PARIS MARU" ... Thursday, 16th Aug.KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.
"ANAKUSA MARU" ... Friday, 10th Aug., Noon.TAKAO via SWATOW & AMOY.
"SOBEU MARU" ... Thursday, 16th Aug., 10 a.m.TAKAO & KEELUNG.
"BUSHO MARU" ... Thursday, 16th Aug.

For sailing date and further particulars please apply to

Tel. Central No. 4990.

K. SHIMA, Manager.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure	D.L.
AMOY, SHANGHAI & TSINGTAO	"SZECHUEN"	On 10th Aug.	4 p.m.
SHANGHAI & TSINGTAO	"SOOCHOW"	On 10th Aug.	4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 11th Aug.	4 p.m.
WEIHAIWEI, CHEFOO & NEWCHOW	"KANSU"	On 11th Aug.	4 p.m.
SWATOW & SHANGHAI	"SUIYANG"	On 12th Aug.	4 p.m.
HOIHOW	"KALGAN"	On 13th Aug.	4 p.m.
SWATOW & SINGAPORE	"KINGYUAN"	On 13th Aug.	4 p.m.
MANILA	"TAMING"	On 14th Aug.	4 p.m.
AMOY & SHANGHAI	"KANGCHOW"	On 14th Aug.	4 p.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 14th Aug.	4 p.m.
AMOY, SWATOW & SINGAPORE	"KIUNGCHOW"	On 17th Aug.	Noon

Excellent Saloon accommodation and ships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Fuhow), Tuesdays and Saturdays (extending to Tsingtao), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

Telephone Central 33.

JOHN SWIRE & CO.

Agents

CARGO & "K" RATE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (11 & 12, DES VOEUX ROAD, LND.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sandakan, & Aus. Ports
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This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE (JOHN SWIRE & CO., LND.) Agents Telephone Central No. 33.

STRUTHERS & BARRY
OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B. "West Chopaka"	...	Due Hongkong	31st Aug.
U.S.S.B. "West Carmona"	...	Leave Hongkong	1st Sept.
U.S.S.B. "West Carmona"	...	Due Hongkong	21st Sept.
U.S.S.B. "West Carmona"	...	Leave Hongkong	22nd Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, ILOILO, CEBU AND ZAMBOANGA.

U.S.S.B. "West Chopaka"	...	Due Hongkong	15th Aug.
U.S.S.B. "West Chopaka"	...	Leave Hongkong	16th Aug.

TO MANILA AND SINGAPORE.

U.S.S.B. "West Carmona"	...	Due Hongkong	19th Aug.
U.S.S.B. "West Carmona"	...	Leave Hongkong	21st Aug.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

FOR FULL INFORMATION APPLY TO

STRUTHERS AND BARRY.

L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINES, INDO-CHINA-STRAITS & JAVA.
1st Floor, Queen's Building, Phone Central No. 2006.
K. A. HEYUM, Res. Agent.

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DODWELL & CO., LIMITED

NEW YORK BERTH

For BOSTON & NEW YORK via SUEZ

"EGREMONT CASTLE"	...	sailing on or about 17th Aug.
"BOWES CASTLE"	...	sailing on or about 12th Sept.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

Fiume having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS. REDUCED FARE FROM HONGKONG TO ITALIAN PORTS & SUEZ.

FOR SHANGHAI, YOKOHAMA & KOBE.

"ROSANDRA"	...	sailing on or about 2nd Sept.
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FOR BRINDISI, VENICE & TRIESTE

Via SINGAPORE, PENANG & COLOMBO.

"TRIESTE"	...	sailing on or about 2nd Sept.
"ROSANDRA"	...	sailing on or about end of Sept.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,

Telephone Central 1030.

Agents.

JAPAN COAL
AND
GENERAL IMPORTS & EXPORTSAGENTS FOR—
THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.**MITSUBISHI SHOJI KAISHA**
(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO

No. 14, PRUDER ST., HONGKONG

